

Baltimore-Washington Rail Intermodal Facility

Summary of Comment Cards Received at the Elkridge Landing Middle School April 27, 2011 Public Workshop

May 9, 2011

Following is a summary of the information that was provided by attendees who completed the Comment Card at the Elkridge Landing Middle School (Elkridge) Public Workshop.

Attendance: 249 people signed in, an unknown number of attendees did not sign in bringing overall attendance to an estimated 265 people.

Comment Cards: 110 comment cards (42% of the attendees) were submitted at the workshop. When a person submitted multiple comment cards those cards were counted as one card; however, the contents from all comments cards were included. A number of attendees said they would send comment cards by the requested date of May 27. After that date this summary will be updated.

Email Addresses: 79 persons provided their email addresses to be added to the project mailing list.

How did you hear about the workshop?

Respondents indicated that they heard about the workshop from multiple sources as shown below:

Post Card	42	27%
Newsletter	26	17%
Website	22	14%
Newspaper	13	8%
Other	52	34%
TOTAL	155	100%

Was the Open House format of tonight's workshop effective?

Of the 110 persons who submitted comment cards 80 answered the question regarding the effectiveness of the workshop format. As indicated below nearly 65% of the respondents indicated that the workshop format was fully or somewhat effective:

Yes	43	54%
No	29	36%
Somewhat	8	10%
TOTAL	80	100%

Different formats were suggested by several attendees for future workshops including town hall meeting, open public forum, formal meeting with a presentation followed by a question and answer session and a combination of displays and a question and answer session open to all attendees.

In the future, how would you like the project team to share updates and new developments?

Email is the preferred means whereby attendees desire to be kept informed about the project. Interest was also expressed in being updated by way of Workshops, the Newsletter and Website as indicted below:

Website	36	21%
Newsletter	35	20%
Email	61	36%
Workshops	39	23%
TOTAL	171	100%

Do you have any comments regarding the project?

Nearly everyone who completed a comment card expressed views in the form of comments and/or questions regarding the project and specific sites. A summary of the input, grouped by topic, follows:

A. Environment/Community

1. Our local elementary school is at 130% of capacity and your facility stopped construction on a new school. You are devastating my personal and financial future.
2. Impact on residential areas and natural resources should have been considered in the initial cut of acceptable sites. *This issue was stated in a variety of ways on a number of comment cards.*
3. I bought into a residential, safe environment 15 years ago. First the economy tanked my retirement and now you will tank my real estate value – the only asset we had left. *This sentiment was expressed by a number of attendees.*
4. No intermodal site in Elkridge, residential community next to site, noise, lighting pollution, environmental impact to area, trucks and traffic issues. Hanover Road is important to Elkridge. Residents and buses for school children use the area; this is not the best site.
5. I am 100% opposed to this project. It will be noisy and polluting. Public money is our money and we have a right to decide how it is used. CSX hasn't been open in the process.
6. Concern was expressed regarding the potential for attracting vagrants, prostitutes, and crime to the vicinity of the facility.
7. My concern is about the safety of our children who spend time outside and deserve to have a good quality neighborhood to grow up in.
8. The pollution, run-off from the trucks driving on the road, fumes, noise level will destroy our community and the quality of life of our neighborhood.

9. The Hanover site is only feet away from Deep Run which feeds into the Bay. The site is also in a floodplain that feeds into the Bay. There are wetlands mere feet away from the site, these feed into the Bay. The Bay is in trouble now, and is a vital part of our state and is worth more to the state than CSX.
10. Even with best management practices, the site will increase the pollutants (heavy metals, hydrocarbons) and sediment load into Deep Run this is a significant impact that should be considered in the NEPA process.
11. I have read up on many of the existing intermodals and have yet to find a homeowner who was not devastated after the intermodal came to their area.
12. I live at the corner of Hanover Road and Anderson Avenue. I'm concerned about noise, traffic, light pollution, and the very large crane which will be viewable from my windows. Except for when the train passes.
13. When you compare the four sites, the Hanover location has many more residential impacts, it is adjacent to state park land, there is an extensive wetland system adjacent to Race Road, there is a popular bike trail, it has floodplains within portions of it. There are at least three complete residential takes (acquisitions). Compared to Jessup it is unclear to me why this site would be more desirable. *Similar views were stated on several comment cards.*
14. Concern was expressed related to hazardous materials being on site.
15. Several attendees indicated that they are interested to learn more regarding how a wide range of potential impacts, environmental, traffic, property, community may be mitigated.
16. Since Maryland funds (read citizens) are paying for half the cost of the construction the impact on neighbors should be the primary concern.
17. I am concerned about the health risk from all the trains and trucks sitting and running with diesel fuel. *Health risks were mentioned on a number of comment cards including references to cancer and asthma.*
18. A number of attendees indicated they had moved to Howard County for the schools, quality of life, environment etc. and they fear the intermodal facility will degrade that quality of life and the assets that attracted them to the area.
19. I have concerns about the impact to the Race Road bike route and Coca Cola Drive which is a popular route for cyclists.
20. Noise from airplanes taking off and landing over the community takes its toll already from the BWI airport. Vibrations from both trains and planes affect our homes and nerves.
21. I cannot understand how you could support this (Elkridge) site since so many families are going to be affected on Hanover/Race Roads. The heavy residential area should not even be considered.

B. Traffic

1. Attendees are concerned and want to learn more about current and future train and truck traffic; for example, how many trains, trucks, containers, routes they will take, hours they will operate and their impacts.
2. Several attendees expressed concern regarding traffic, road closures and road improvements.

3. Although this site is close to Rt. 100, the only access is from Coca Cola Drive which already backs up from slow moving trucks due to the grade of the road. Future traffic studies are needed.
4. I heard rumors tonight that Hanover Road may be closed for construction or permanently. This would add over 10 minutes to my daily commute and I would lose the convenience of having Rt. 100 and 295 close by.
5. The traffic in the area will drastically increase; this is a concern as there is a new school planned in the area. The roads in the area are not designed for this much traffic.
6. A reminder, you cannot take trucks south on 295 south of MD 175.
7. Route 1 in Howard County cannot handle any additional truck traffic, 100 and 95 intersection is already grid-locked during normal business hours, there is at least one accident a week on the US 1 corridor in Howard County.

C. Site

1. The Jessup site is larger than the Hanover site, is owned by the state, there are no houses nearby. There are 365 homes in the Hanover site and the possibility of a much needed school partially paid for by the developer of Oxford Square, the Jessup site is only a few miles farther south; so why is the Hanover Road site still a candidate! Does it have to do with maximum returns for CSX stockholders? *Similar comments were made on a number of comment cards.*
2. The Jessup site appears to be the best site for this project. The Hanover site would impact 400 residences. This needs to be taken into serious consideration.
3. I would like to see the site go forward at the Montevideo site. It will create jobs and business for a lot of companies in the area.
4. Several attendees commented on the implications of CSX's already having purchased property for the Elkridge site.
5. I can see the benefits of an intermodal facility in improving transportation and understand the complications of the Howard Street Tunnel's limitations. However, the Elkridge site would have a greater neighborhood impact than the other sites. A school is needed more than an intermodal facility.
6. CSX would not state whether there will be a full-time, 24 hour security presence on the site. This site may be a terrorist target and CSX has not demonstrated an adequate security presence to combat this potential threat. This site will not even be completely enclosed by a simple fence (will be open at the tracks).
7. As a 20+ year resident of the neighborhood about ½ mile from the Montevideo Road site I am extremely concerned that corporate and industrial interests are threatening the quality of life of Maryland citizens and tax payers.
8. This land (Elkridge site) has been M-2 for a very long time. It used to be an asphalt plant, and in fact there is a current permit to put one back. There are hundreds of legal uses for this property, many of these uses would be far worse than CSX. The trains will continue to run anyway. Residents should look at what else would go there – before they push CSX away.
9. How long will the lead lines be to move the trains off the CSX mainline to the Intermodal site? Will there be room to do that under Powder Mill Road Bridge at the Beltsville site? How much more property will have to be taken to do this.

D. Process

1. No one even knows who has the final say on this.
2. What process, procedure, law or regulation did you follow to create the site selection criteria?
3. NEPA process seems too fluid and communication to and from the community is lacking.
4. I am concerned that the decision process will be too long and drawn out causing a negative impact on the community.
5. Comments were made regarding compensating home owners for lost equity if home values decline and for impacts to their property.
6. I would like to know the current pros and cons of each site.
7. Eldridge is being used as a dumping ground. When you speak to a rep that lives in Florida, how can they understand how strong your concerns are?
8. I hope community impact is given proper weight in the decision process and not just economics. I would like to see the actual decision makers at future meetings.
9. The process and timing for narrowing the list of candidate sites was the subject of comments by several attendees.
10. As part of the NEPA process, the floodplains should be re-modeled/remapped to reflect current conditions.
11. The site selection criteria should be revisited before anyone even thinks about NEPA. Site selection criteria and sites themselves should be chosen in an open, public process, not in secret like it has been done.
12. There are no quantitative metrics for evaluation of impacts on communities.
13. I would have liked to see a scale model of what the facility would look like at the sites.
14. Concerned about transparency. Was not aware of the other 12 sites and that it had been narrowed to 4. Concerned that the sites have been narrowed to 4 without evaluation other than the selection criteria that CSX set. CSX should not be the primary company setting the criteria.
15. St. Augustine School and Parish with over 1,000 families were not aware of this facility and the looming impact.
16. Several people asked how they could get a site removed from the list.
17. Be prepared for a serious fight if you choose this (Elkridge) site.

E. General

1. Research the zoning law regarding how land will be zoned after transfer from the Beltsville Agricultural Research Center – “permanently maintain the land in a zoning classification of agricultural open space.”
2. What e-filings have been made by CSX and MDOT to the Surface Transportation Board, US Department of Transportation that are not available on a public website due to the nature of their submission that concern the four potential sites?
3. I am opposed to paying taxes to build something that devalues my property, my home and way of life.
4. No new taxes to hurt our community.
5. Several people said they understand the need and benefits from an intermodal facility but opposed the sites.

6. It was my understanding that after the fire in the Howard Street Tunnel it needed to be repaired. No matter which site is chosen, which at best is a band aid fix, the tunnel needs to be repaired. How much will it cost, how much less of an environment and social cost would we pay for a tunnel fix?
7. The only reason this site (Elkridge) is being considered is because it has the greatest profit margin of all the locations. CSX doesn't care about the families they will ruin. They only care about what site makes them the most money. The process has been a complete insult to the intelligence of the citizens of Elkridge. The list of 12 sites was reduced down to four with zero consideration given to the negative impact this would have on our lives. This process is a sham with the sole purpose of making it look like CSX cares. If they actually cared they would never consider building such a facility in our back yard.

Did the workshop answer your questions? If not explain.

As can be seen below only 49 people answered this question, of that number over 70% did not feel their questions were addressed adequately. Many persons provided lists of questions they would like answered ranging from a couple questions to over a hundred questions. Questions were also posed by many attendees as they were asked to provide their comments regarding the project.

Yes	10	20%
No	35	71%
Somewhat	4	8%
TOTAL	49	99%